REMARKS/ARGUMENT

The original claims have been replaced with claims in better form for U.S. practice. The original claims have not been narrowed by this Amendment, but rather have been restated in U.S. form.

The replacement claims eliminate multiple dependent claims for reducing the official filing fee.

Minor specification amendments are made.

EXPRESS MAIL CERTIFICATE

I hereby certify that this correspondence is being deposited with the United States Postal Service as Express Mail to Addressee (mail label # EL924372522US) in an envelope addressed to: U.S. Patent and Trademark Office, P.O. Box 2327, Arlington, VA 22202, on March 29, 2002:

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March 29, 2002
Date of Signature

RCF:sds/dmk/jc

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APPENDIX A

"CLEAN" VERSION OF EACH PARAGRAPH/SECTION/CLAIM
37 C.F.R. § 1.121(b)(ii) AND (c)(i)

Paragraph at page 2, line 20 to page 2, line 22:

In the kind of vehicle indicated in the introduction, the aforesaid problem is solved and the object achieved by the vehicle's exhibiting the constructional features of a vehicle having a chassis with an engine on the chassis on a driver's cab mounted above the chassis and particularly non-tiltably above the chassis. The engine is in an engine compartment on the chassis. At each lateral side of the vehicle at each lateral side of the engine compartment, there is a panel that laterally delineates the engine compartment and the panel is pivotally mounted on the chassis to pivot open. There may be a user accessible step on the outside of the panel. The panel is displaceable by outward pivoting and rearward movement in the longitudinal direction of the vehicle to allow access to the engine. A cover is pivoted to the chassis at a hinge at about the same longitudinal direction position as the door hinge. The cover closes over the panel. A control arrangement joins the cab door and the cover to swing open and closed together and accommodates relative motion between the cab door and the cover.

Paragraphs at page 3, line 10 to page 2, line 24:

To make access to the engine from the sides still easier in such cases, it is possible to have the frame side members ending in the region immediately to the rear of the rear of the engine. The engine is then not fitted between the frame side members but advantageously in a special arrangement which may consist of a beam structure or framework structure and which is designed to provide good access to the engine from both sides. The chassis incorporates a framework structure and a suspension arrangement supporting the engine is fastened to the forward end of the frame structure.

If the panel delineating laterally the engine compartment is provided with external steps to help the driver climb up to/down from the cab, it is often desirable that these steps be concealed behind a special cover while the vehicle is in motion, to prevent the possibility of loose material

(e.g. sand, gravel or small stones) accumulating or being caught on the steps, and also to help to reduce air resistance by providing the vehicle/driver's cab with more effective streamlining to reduce the risk of vortices that might generate resistance and cause dirt to adhere to the steps.

a2

Paragraph at page 3, line 26 to page 3, line 30:

To ensure that the aforesaid cover which in the closed position (e.g. while the vehicle is in motion) conceals the panel which carries the steps will automatically pivot away and uncover the steps when the cab door is opened, it is advantageous to have the cab door movement initiate and control the movement of the cover. The cab door and the cover over the panel are detachably coupled so that they can be opened and closed together. There is a relative motion control absorbing arrangement between them allowing some relative movement between the cab door and the cover to compensate for cab springing and for different hinged pin positions for the door and cover.

a3

Paragraphs at page 4, line 1 to page 4, line 6:

To avoid any risk of the driver's being hindered by the cover when he is climbing up to/down from the cab, it may be advantageous that the cab door and the associated cover be attached and to have the cover and the door of the cab being supported on respective hinge pins that are at different locations with respect to the longitudinal direction of the vehicle, and particularly with the hinge pin of the cover being situated slightly forward of the door hinged pin.

a4

A simple and robust version of the associated control arrangement is described below.

Paragraph at page 4, line 15 to page 4, line 16:

A practical version of the panel control arrangement may then exhibit, for example, a hinged pin and pivot arrangement described below.

a5

CLAIMS (with indication of amended or new):

New 10. A freight vehicle including lateral sides of the vehicle, a chassis, an engine for driving the vehicle supported on the chassis, a driver's cab mounted to the chassis and above the engine;

a compartment on the chassis in which the engine is disposed, the compartment having lateral sides at the lateral sides of the vehicle;

a panel at at least one of the lateral sides of the vehicle and laterally delineating the engine compartment, the panel being pivotally mounted on the chassis to pivot laterally outward between a closed position enclosing the at least one lateral side of the compartment and an open position permitting access past the panel to the engine in the compartment.

New 11. The vehicle of claim 10, wherein the panel is pivotally supported to pivot open laterally outwardly and also rearwardly with respect to the longitudinal direction of the vehicle for providing access to the compartment.

New 12. The vehicle of claim 11, further comprising a panel control arrangement connected with the panel and for controlling the movement of the panel to the open access position.

New 13. The vehicle of claim 10, further comprising at least one externally accessible step on the panel enabling a user to climb to the cab on the step.

New 14. The vehicle of claim 10, further comprising the chassis having a forward end;

a frame on the chassis with a forward end that is toward the forward end of the vehicle chassis, a suspension arrangement on the frame and supporting the engine.

New 15. The vehicle of claim 10, further comprising a door on the cab at the at least one lateral side of the vehicle, the door is disposed above the at least one panel, and the door being hinge mounted to pivot open and closed.

New 16. The vehicle of claim 15, further comprising a cover disposed below the door of the cab and the cover being hinged mounted on the chassis and pivotable at the hinge mounting between a closed position at which the cover conceals the panel and an open position which reveals the panel.

New 17. The vehicle of claim 16, further comprising at least one externally accessible step on the panel enabling a user to climb to the cab on the step; the cover being shaped and positioned so that in the closed position of the cover, the cover conceals the panel and the at least one step thereon.

New 18. The vehicle of claim 16, further comprising a relative motion absorbing control arrangement detachably coupling the cab door above the cover and the cover over the panel, the arrangement permitting relative movement between the cab door and the cover compensating for a cab springing and for the hinge mounting of the door and the cover.

New 19. The vehicle of claim 18, wherein the door of the cab is hinge mounted to the cab at a first hinge position and the cover is hinge mounted to the chassis at a second hinge position that is at a different location longitudinally along the vehicle than the first hinge position; and the relative motion absorbing control arrangement enabling the continued coupling of the door and the cover during the pivoting thereof around their different longitudinal positioned hinged mountings.

New 20. The vehicle of claim 19, wherein the first hinge mount comprises a respective first hinge pin for the cab door and the second hinge mount comprises a second hinge pin for the cover, and the second hinge pin of the cover is situated slightly forward of the first hinge pin of the door along the longitudinal direction of the vehicle.

New 21. The vehicle of claim 19, wherein the control arrangement comprises a slide rod secured to the cover, a sleeve connected to the cab door, the sleeve receiving the slide rod therein and the sleeve and the slide rod being moveable with respect to each other; a jointed connection

between the sleeve and the cab door enabling relative movement between the door and the cover and relative movement between the slide rod and the sleeve.

New 22. The vehicle of claim 21, further comprising a bracket fastened to the cover, the slide rod being fitted in the bracket; the sleeve being supported for rotation and for longitudinal movement with respect to the slide rod.

New 23. The vehicle of claim 22, further comprising an external lever arm attached to the sleeve and a bracket fastened to the cab door, a ball joint and fastening element connected between the lever arm and the bracket on the cab door for enabling the relative movement therebetween.

New 24. The vehicle of claim 21, further comprising a pivot frame pivotally connected to the chassis;

the panel control arrangement comprises a four joint mechanism including first and second hinged arms spaced apart, each hinged arm having an outer end pivotally attached to the inside of the panel and the first hinged arm having an inner end pivotally attached to the pivot frame connected to the chassis.

New 25. The vehicle of claim 24, further comprising a wheel housing for a wheel of the vehicle and located at the longitudinal direction location of the panel, and the outer end of the second hinged arm being connected to a mounting fastened to the wheel housing.

New 26. The freight vehicle of claim 24, wherein the first hinged arm attached to the framework comprises two vertically separated, parallel bent bars extending substantially horizontally; parallel, substantially vertical tie bars linking the horizontal bent bars;

a wheel housing over a wheel of the vehicle and located at the longitudinal direction location of the panel;

the second hinged arm being attached to the wheel housing and comprising a bent rod arranged horizontally.

New 27. The vehicle of claim 10, wherein the cab is non-tiltable with respect to the chassis, the engine compartment and the panel.

ABSTRACT

Cab-over-engine freight vehicle with a driver's cab which is untiltable relative to the chassis and is situated above the vehicle's engine which is supported by the chassis. On each side of the vehicle there is a panel which is provided with steps, delineates the engine compartment laterally and is mounted pivotably on the chassis by means of a panel control arrangement which makes it possible to impart a displacement movement to the panel so that it swings outwards and rearwards in the longitudinal direction of the vehicle to an engine access position. Below the door of the driver's cab there is a cover which is hinged-mounted on the chassis and which in the closed position conceals the step panel situated inside it. The cab door and the cover below the door are detachably coupled with one another by a relative-motion absorbing control arrangement.

APPENDIX B

VERSION WITH MARKINGS TO SHOW CHANGES MADE
37 C.F.R. § 1.121(b)(iii) AND (c)(ii)

SPECIFICATION:

Paragraph at page 2, line 20 to page 2, line 22:

In the kind of vehicle indicated in the introduction, the aforesaid problem is solved and the object achieved by the vehicle's exhibiting the constructional features of a vehicle having a chassis with an engine on the chassis on a driver's cab mounted above the chassis and particularly non-tiltably above the chassis. The engine is in an engine compartment on the chassis. At each lateral side of the vehicle at each lateral side of the engine compartment, there is a panel that laterally delineates the engine compartment and the panel is pivotally mounted on the chassis to pivot open. There may be a user accessible step on the outside of the panel. The panel is displaceable by outward pivoting and rearward movement in the longitudinal direction of the vehicle to allow access to the engine. A cover is pivoted to the chassis at a hinge at about the same longitudinal direction position as the door hinge. The cover closes over the panel. A control arrangement joins the cab door and the cover to swing open and closed together and accommodates relative motion between the cab door and the cover [indicated in the characterising part of claim 1].

Paragraphs at page 3, line 10 to page 2, line 24:

To make access to the engine from the sides still easier in such cases, it is possible to have the frame side members ending in the region immediately to the rear of the rear of the engine. The engine is then not fitted between the frame side members but advantageously in a special arrangement which may consist of a beam structure or framework structure and which is designed to provide good access to the engine from both sides. The chassis incorporates a framework structure and a suspension arrangement supporting the engine is fastened to the forward end of the frame structure [A freight vehicle according to claim 2 may then be preferable].

If the panel delineating laterally the engine compartment is provided with external steps to help the driver climb up to/down from the cab, it is often desirable that these steps be concealed behind a special cover while the vehicle is in motion, to prevent the possibility of loose material (e.g. sand, gravel or small stones) accumulating or being caught on the steps, and also to help to reduce air resistance by providing the vehicle/driver's cab with more effective streamlining to reduce the risk of vortices that might generate resistance and cause dirt to adhere to the steps. [The freight vehicle may therefore advantageously exhibit the constructional features indicated in claim 3.]

Paragraph at page 3, line 26 to page 3, line 30:

To ensure that the aforesaid cover which in the closed position (e.g. while the vehicle is in motion) conceals the panel which carries the steps will automatically pivot away and uncover the steps when the cab door is opened, it is advantageous to have the cab door movement initiate and control the movement of the cover. The cab door and the cover over the panel are detachably coupled so that they can be opened and closed together. There is a relative motion control absorbing arrangement between them allowing some relative movement between the cab door and the cover to compensate for cab springing and for different hinged pin positions for the door and cover [A version of the freight vehicle according to claim 4 provides a practical solution in this respect].

Paragraphs at page 4, line 1 to page 4, line 6:

To avoid any risk of the driver's being hindered by the cover when he is climbing up to/down from the cab, it may be advantageous that the cab door and the associated cover be attached and to have the cover and the door of the cab being supported on respective hinge pins that are at different locations with respect to the longitudinal direction of the vehicle, and particularly with the hinge pin of the cover being situated slightly forward of the door hinge pin [as indicated in claim 5].

A simple and robust version of the associated control arrangement is described below [may advantageously exhibit the features indicated in patent claims 6 and 7].

Paragraph at page 4, line 15 to page 4, line 16:

A practical version of the panel control arrangement may then exhibit, for example, a hinged pin and pivot arrangement described below [the constructional features indicated in claims 8 and 9].

ABSTRACT

Cab-over-engine freight vehicle [(2)] with a driver's cab [(6)] which is untiltable relative to the chassis [(4)] and is situated above the vehicle's engine [(7)] which is supported by the chassis. On each side of the vehicle there is a panel [(14)] which is provided with steps, delineates the engine compartment laterally and is mounted pivotably on the chassis by means of a panel control arrangement [(54, 56)] which makes it possible to impart a displacement movement to the panel so that it swings outwards and rearwards in the longitudinal direction of the vehicle to an engine access position. Below the door [(28)] of the driver's cab there is a cover [(26)] which is hinged-mounted on the chassis and which in the closed position conceals the step panel [(14)] situated inside it. The cab door [(28)] and the cover [(26)] below the door are detachably coupled with one another by a relative-motion absorbing control arrangement [(30)].